

Coast Guard

Shield of Freedom



March
2005

BUSTED!

The Coast Guard's 11th District brings down the hammer on drug smugglers in the Eastern Pacific.



Heroes

The world's best Coast Guard

CAPT. CARL VON PAULSEN



Capt. Carl Von Paulsen is one of the Coast Guard's most celebrated aviators. In 1932, Von Paulsen flew from Air Station Miami (in a plane similar to the RD-4 featured on pages 2 and 3) through rugged headwinds and low visibility to rescue a young man in a skiff, who was caught offshore during a storm.

When the man was sighted, Von Paulsen landed the plane in the heavy seas near the skiff. The left wing tip collapsed from the pounding waves while the man was being taken aboard. Von Paulsen managed to take off in the 10-foot seas and fly a short distance, but was forced down when the damaged wing peeled apart. He then taxied the plane through rough seas like a surfboat, and landed it ashore, minus both wings.

Von Paulsen and his crew received Gold Lifesav-

ing Medals for the daring rescue.

During World War II, Von Paulsen was second in command of the Northeast Greenland Patrol, composed of three Coast Guard icebreakers. He took the CGC Northland along the northeast coast of Greenland in search of a German radio station, which was suspected of transmitting weather reports to German-controlled territories and vessels.

A landing party trudged through the night to the radio station, and with guns in hand, kicked in the door, capturing the three unsuspecting German soldiers. Radio equipment, secret codes and plans for more radio station were found. Von Paulsen and his crew had foiled German plans to expand their radio-transmitted information system.

Story and photo courtesy of the Coast Guard Historian



Coast Guard

U.S. Department of Homeland Security



Homeland
Security

March 2005

Features

10 *Waterside Ops, Inaugural Style*

By PA2 Judy Silverstein, 7th Dist.

President Bush gets re-elected, and the Coast Guard helps celebrate.

16 *Relief In Sight*

By PA3 Mariana O'Leary, PacArea

The Coast Guard flies to Asia to give aid after a terrible tsunami kills thousands.

20 *Moving Forward*

By PA1 Mike Hvozda, PADET New York

New ATON technology saves the Coast Guard time and money.

24 *Dragnet of the Pacific*

By Roger Gayman, 11th Dist.

11th District units combat drugs in the Eastern Pacific.

28 *Oil Spill Closes Port*

By PA2 Krystyna Hannum, LantArea

A damaged tanker spews thousands of gallons of oil into the Delaware River.

32 *Enforcing Boating Safety the Old-Fashioned Way*

By Group Milwaukee staff

Great Lakes Coast Guardsmen go after drunk boaters.

36 *True Blue*

By PA3 L.F. Chambers, LantArea

Fair winds and following seas to one of the Auxiliary's finest.

38 *George Putnam*

By Capt. Jean Butler, G-WP(d)

The adventurous head chief of the old U.S. Lighthouse Service inspires a new award for Coast Guard civilian employees.

Departments

6 *News Beat*

40 *Log book*

Check out Coast Guard magazine on the Web.
www.uscg.mil/magazine



On the cover

The CGC Rush intercepts a go-fast smuggling boat in the Eastern Pacific.
Coast Guard Photo

MARDI GRAS MIST ON THE MISSISSIPPI

A boat crew from Coast Guard Station New Orleans patrols the Mississippi River during Mardi Gras festivities Feb. 7. The Coast Guard was responsible for transporting the king and queen of the Rex and Zulu krewes by boat in order to kick off the Mardi Gras celebration.

PHOTO BY PA3 NYXOLYNO CANGEMI,
8TH DIST.

UP FRONT

A LEGEND IN RETIREMENT

A Coast Guard Douglas RD-4 airplane, circa 1938, rests on display at the National Museum of Naval Aviation in Pensacola, Fla. Once the main type of rescue plane used by the Coast Guard, the RD-4 helped three Coast Guard aviators earn the first Distinguished Flying Crosses. This particular plane is the only one of its kind on display. It was transported to the museum thanks to a donation from the Ancient Order of Pterodactyls, the Coast Guard's unofficial aviation association.

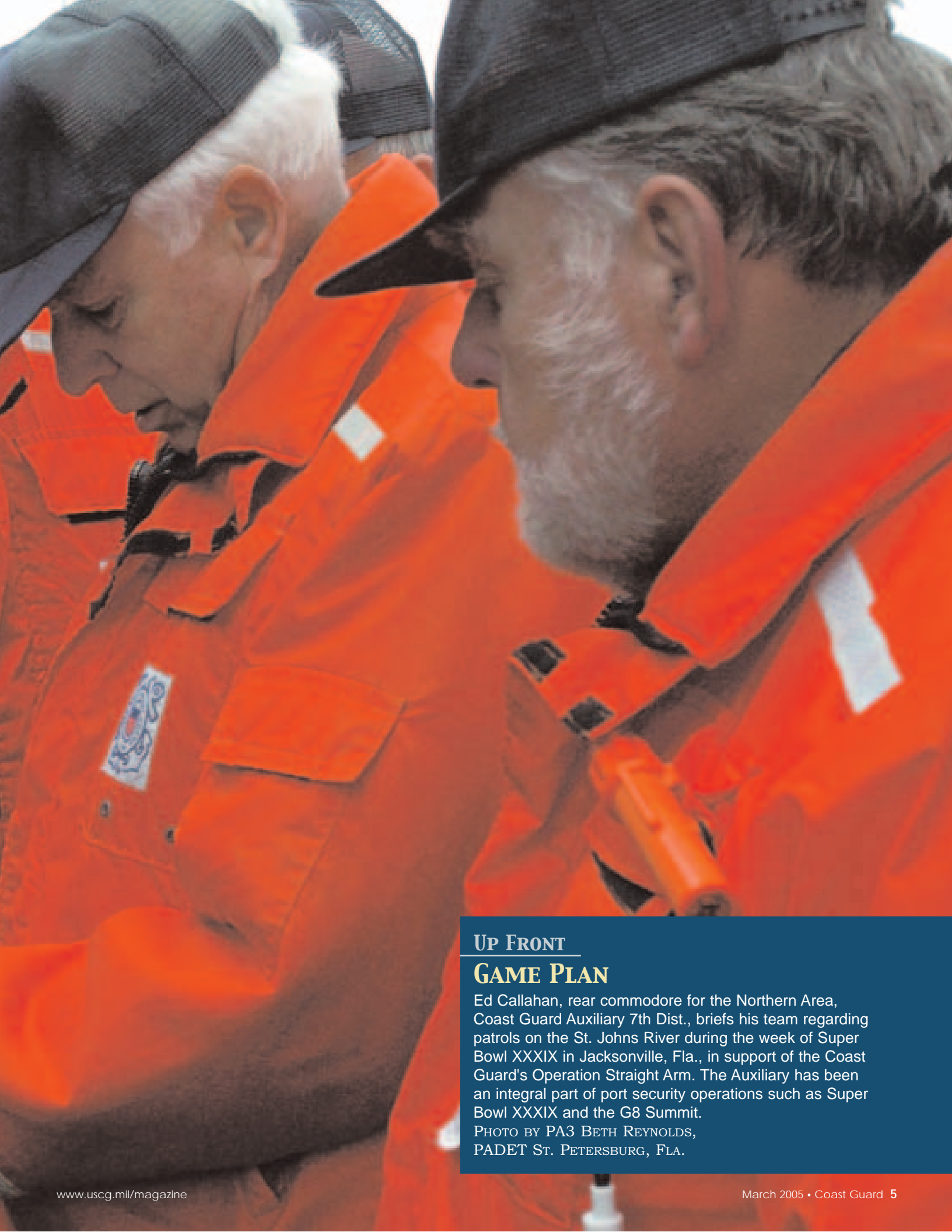
PHOTO BY NATHANIEL ROBINSON, NAVAL AVIATION MUSEUM FOUNDATION



UP FRONT







UP FRONT

GAME PLAN

Ed Callahan, rear commodore for the Northern Area, Coast Guard Auxiliary 7th Dist., briefs his team regarding patrols on the St. Johns River during the week of Super Bowl XXXIX in Jacksonville, Fla., in support of the Coast Guard's Operation Straight Arm. The Auxiliary has been an integral part of port security operations such as Super Bowl XXXIX and the G8 Summit.

PHOTO BY PA3 BETH REYNOLDS,
PADET ST. PETERSBURG, FLA.

CG keeps watch over New Orleans during Mardi Gras

NEW ORLEANS, Feb. 4 — Group New Orleans units began operating an increased patrol schedule during the height of Mardi Gras festivities here.

The increased security initiatives included extra patrols, deployment of additional crewmembers and resources, and joint cooperation with local law enforcement to keep

New Orleans citizens and visitors safe on and around the water.

Station New Orleans crews provided increased smallboat patrols of the Mississippi River to protect maritime facilities and vessels, and monitor for any suspicious activity.

During many of the parades, Air Station New Orleans flew law enforcement overflights and assisted the New Orleans Police Department by monitoring for suspicious or dangerous activities.

The security initiatives involved NOPD officers aboard the boats and aircraft alongside Coast Guard crewmembers. These patrols were implemented with the public's safety and security in mind.

The crew aboard the CGC Pelican, an 87-foot patrol boat homeported in Abbeville, La., was also in New

Orleans maintaining a security presence, conducting patrols and boardings. Station Gulfport, Miss., assisted Station New Orleans by providing additional crewmembers for their patrols.

The Coast Guard also played a large role in the ceremony to mark the arrival of the Krewes of Zulu and Rex to New Orleans on Lundi Gras. The Krewe of Zulu sailed from the Gov. Nicholls Street Wharf to Waldenberg Park aboard the CGC Harry Claiborne. The Krewe of Rex sailed from the New Orleans Port Authority Wharf to Spanish Plaza aboard the CGC Barbara Mabrity. Station New Orleans boat crews assisted the transit by enforcing a safety and security zone during the event.

The CGCs Harry Claiborne and Barbara Mabrity are 175-foot coastal buoy tenders homeported in Galveston, Texas, and Mobile, Ala., respectively.

The Coast Guard Mardi Gras float, crewed by members of the 8th District rolled in the following parades: Krewe d'Etat, Endymion, Bacchus, Opheus and Rex.

Story by PA2 Kyle Niemi and photos by PA3 NyxoLyno Cangemi, 8th Dist.



Top: Sean Kevany, a detective with the New Orleans Police Department, observes the crowds that have gathered to watch a Mardi Gras parade in Lee Circle Feb. 5. Kevany rides with an HH-65 Dolphin helicopter crew from Air Station New Orleans every year to help reduce crime during Mardi Gras.

Top Right: Coast Guard Fireman Nicholas Reyes, mans an M-60 machine gun as he patrols the Mississippi River during Mardi Gras Feb. 7.

Right: A boatcrew from Station New Orleans patrols the Mississippi River during Mardi Gras festivities.



Coast Guard

America's
Shield of Freedom

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Sportsmen compete in MLK tournament

YORKTOWN, Va., Jan. 15 — The Coast Guard Headquarters team from Washington D.C., took first place at the 27th Annual Dr. Martin Luther King, Jr. Basketball Tournament held at Training Center Yorktown this weekend.

The tournament is the longest-standing sporting events in the Coast Guard, with nine teams competing this year. Some of the competitors traveled thousands of miles to be a part of this grand event, which honors Dr. King, the Nobel Peace Prize winner and slain civil rights activist.

Coast Guard Activities New York came in second, while the Coast Guard Yard in finished in third place. Ensign Micah Bonner from the Coast Guard Personnel Command was named the most valuable player.

Story by Lt. Kevin Ivey, Training Center Yorktown



COAST GUARD PHOTO

The Headquarters team shows off their winning trophies at the MLK competition.



JACKSONVILLE, Fla., Feb. 6 — Coast Guard Security Detachment Mayport's military outload team enforces the security zone on the St. Johns River during Operation Straight Arm. The Coast Guard was part of a 50-agency effort providing security during Super Bowl XXXIX. Photo by PA3 Beth Reynolds, 7th Dist.



WebHot!

<http://www.uscg.mil/d9/sault/mso/>

The goal of the MSO Sault Ste. Marie Web site is to make information available to the Coast Guard, industry and the public on pollution prevention and response, vessel safety and marine casualties.

Included in the Web site is nearly everything industry needs to prepare for inspections of commercial T and K boats, waterfront facilities, barges, etc.



Also included are guidelines for creating and updating oil transfer facilities Operations Manuals and Federal Response Plans.

The site contains a number of useful links to waterways, inspections, port security, marine casualties and many more.

Visitors can also find a homeland security page to assist the Coast Guard Auxiliary and industry to keep them apprised on what is happening in the MSO's area of responsibility.

Think your Web site is unique? E-mail: jzettles@comdt.uscg.mil

A well-earned 'Thank you'

JUNEAU, Alaska, Jan. 26 — Crewmen aboard the fishing vessel Polestar display a banner thanking the Coast Guard for its search and rescue vigilance during the recent fishery openings in the Bering Sea. Fishing, especially in the Bering Sea, is an extremely dangerous job. Coast Guard assets deploy for the sole purpose of standing by in case of an emergency.

USCG photo



That was then, this is now...



MK2 JACOB BETTS, CGC WIRE

The CGC Wire breaks ice in the Hudson River off Cementon, N.Y., Jan. 22.

NOW...

The CGC Wire, homeported in Saugerties, N.Y., is one of three "C" Class harbor assistance tugs, which means it has an extended superstructure with an extra compartment on the main deck. The CGCs Hawser and Line are the other two tugs of this class. These cutters are intended for use by the Coast Guard in harbors and adjacent waterways for ice breaking, towing, firefighting, general assistance in emergencies, MLE, MES, ATON and Homeland Security.

THEN...

The CGC Wire was built in New Bern, N.C. It was commissioned in March, 1963. At the time, the cost was \$200,000. It was originally homeported at Governor's Island in New York Harbor. When the base closed the Wire transferred 100 miles up the Hudson River to its current homeport of Saugerties, NY.

EASY DOES IT



LOS ANGELES, Feb. 2 — A member from MSST 91103 lowers himself onto the deck of the CGC George Cobb as part of a vertical insertion drill here today. The maneuver is used by the Coast Guard to board non-compliant vessels at sea. Photo by PA3 Dave Hardesty, PADET San Pedro

TACLET member attends State of the Union address

MIAMI, Feb. 2 — DC2 John Fox, a member of the Tactical Law Enforcement Team South, was chosen by President George W. Bush to attend the State of the Union Address today.

Fox, a North Carolina native, received the call from the White House the day before the speech, inviting him to both represent the Coast Guard and also be recognized for his outstanding performance as a member of TACLET South.

Fox deployed with Law Enforcement Detachment 403 February 2004 in support of Operation Iraqi Freedom. On April 24, 2004 while aboard the USS Firebolt, he displayed heroic efforts attempting to save fellow shipmates after a suicide attack vessel attempted to destroy an oil terminal in the Northern Arabian Gulf.

Story by PA2 Anastasia Burns, 7th Dist.

Dirty birds get a bath

VENTURA COUNTY, Calif., Jan. 18 — As the torrential rain subsided in Southern California, the first of more than a thousand lifeless western grebes began washing up on the shores of Ventura County, Calif. Marine Safety Detachment Santa Barbara, MSO L.A./Long Beach and the California Department of Fish and Game joined forces to recover the birds that remained oiled, yet alive, and investigate the source that oiled them.

"We worked with the MSO and the Coast Guard Auxiliary in doing over flights and shoreline assessments as well as taking samples for testing from natural seeps located at sea," said MSTC John Luzader. "So far the oil from the birds has matched, but that oil has not matched any known natural seeps or other reported incidents."

Along with the investigation, there is still a need to rehabilitate the birds that were recovered alive.

"All together we had a terrific volunteer turn out. Over 125 people volunteered at the peak of the incident, and we have 30 people remaining to wrap things up," said Rob Hughes, a Department of Fish and Game public affairs

officer.

Members from Integrated Support Command San Pedro also volunteered time cleaning and rehabilitating the oiled birds.

"We volunteered to help clean birds because we felt the need to lend a hand and to assist in the efforts to helping these animals and their environment," said FS2 Claude Bovell, a food service specialist at ISC San Pedro who assisted in the cleanup and recovery efforts.

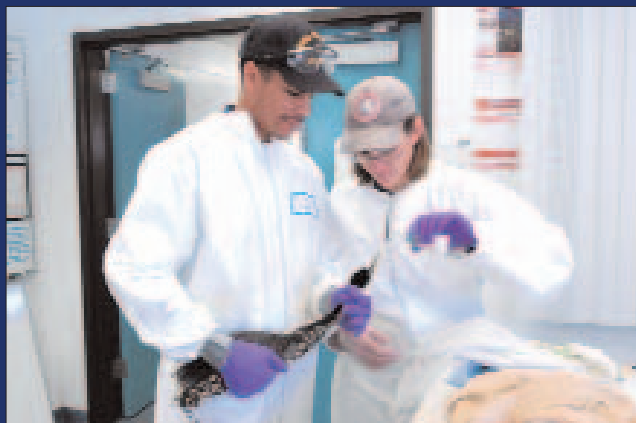
The California Department of Fish and Game has recovered more than 1,500 oiled grebes.

"Unfortunately the turn around for the birds has not gone so well, out of the 1,500 birds recovered, 1,172 of them have been found dead and only 158 birds have been released back into the wild," said Hughes.

Some of the grebes released back into the wild were outfitted with bands to check the mortality rate of the previously oiled birds.

"We'll be able to check on the birds as they are re-gathered or in worse case scenarios die, and monitor their progress in their own habitat. Story and photo by

PA3 Prentice Danner, 11th Dist.



FS2 Claude Bovell tends to a previously oiled western grebe with Debbie McGuire, L.A. Oiled Bird Care and Education center staff member.

WATERSIDE

By PA2 Judy Silverstein, 7th Dist.



WATERSIDE SECURITY

A 25-foot patrol boat from Station Washington patrols the Potomac River Jan. 19, the day before the inauguration of George W. Bush.

OPS,



The nation's capitol had its first major snowfall of the season Jan. 19, the day before the Inauguration, where security reportedly was tighter than ever before.

As early work dismissals due to weather and pre-inaugural festivities sent thousands of Washington workers pouring out of their offices and into their cars, they found themselves stuck for hours on slick roads.

But below the Theodore Roosevelt Memorial Bridge, three SAFE boats from Station Washington carefully maneuvered through icy and choppy waters on the lookout for anything out of the ordinary. With the coastline a white blur, the radio crackled with intensity as crews used advanced equipment to scan the shoreline and bridge supports.

BMC Alex Malaguti maneuvered the 25-foot boat outfitted with twin engines. Because of slick conditions on the deck, the cabin became a welcome refuge on this

vitaly important patrol.

"We're practicing," said Lt. j.g. Chris White. He was understandably cryptic about details given the level of security attached to the mission.

The GPS and radar screens glowed with color intensified by the virtual whiteout. They hovered alongside Haines Point in West Potomac Park. In the storm, "The Awakening", a somewhat unusual statue of a 100-foot giant half-buried underground, was barely but eerily visible. Its 17-foot arm elicited some shared laughter inside the cabin. Outside, large snowflakes fell almost faster than the windshield wipers could remove them. The crew was snug in survival suits, the black and orange colors clearly visible even in the frosty weather. Even the gear required some learned dexterity. Just getting into the layered dry suit proved be a two-person evolution. White pointed out its benefits and tips on getting into the gear. The suit also provides

welcome protection from just about every element, including an unexpected dip into the icy water, he said.

The radio crackled. "Station Washington, this is Activities Baltimore."

The chief held his hand up, signaling for silence in the cabin. Malaguti relayed reports of protesters in Lady Bird Johnson Park. The Coast Guard was requested for a show of force. Deftly, he maneuvered the vessel toward the Virginia side of the river.

.....

Twin 225-horsepower, four-stroke outboard engines allow the boats to reach speeds approaching 50 knots, and "they can turn on a dime," changing direction at high speed, White said.

The speed allows the boats to race quickly across the area of responsibility, which reaches from Interstate 95 and the Woodrow Wilson Bridge in Alexandria, Va.,



past Reagan National Airport and the shoreline of the Pentagon, to the western edge of Georgetown. It also includes the Anacostia River, past the Washington Navy Yard and vitally important assets.

"This is not a boring job," said White.

The temperature gauge registers 18 degrees. White and Malaguti are technically Florida residents, a fact that brings on some shared laughter. "Nice day for a river patrol," said Malaguti, laughing heartily.

.....

A crew of five was aboard practicing for the inauguration events. Three were reservists from Activities Baltimore. The crew was joined by two other vessels from MSST 91108. No stranger to events drawing special attention to the security of the capitol coastline, the Station Washington crews have sometimes borrowed boats and crew members from other units, occasionally using Title X reservists.

"Established in the wake of 9/11, we are a multi-mission station with a homeland security emphasis," said White. "We have been fortunate in that our chain of command recognizes we sometimes need extra people for significant events involving national security."

.....

Even in the blustery weather, a lone boat pattered along in the Boundary Channel. Further down near the mouth of the Anacostia River, a cruise ship with twinkling white lights drifted to the starboard side of the boat. Crews always are alert for anything unusual, said White. Without going into many details, he said the inaugural mission used many capabilities, for which crew members have trained extensively.

The SAFE boat's shallow draft — only 34 inches — allowed the crew to get in close to the shoreline, which snakes around the

THE DANCE

Facing page: The President and Mrs. Bush dance at the Stars & Stripes Ball Jan. 20. The Coast Guard Band played "I Could Have Danced All Night."

GUNS READY

As part of stepped up security on the eve of the presidential inauguration Jan. 19, MK2 Chad Vanover of Maritime Safety and Security Team Kingsbay stands guard over the waterfront near the Washington Monument.



PA2 DONNIE BRZUSKA, LANTAREA

monuments, memorials and precious icons of American history.

"If need be, we have the authority to go ashore," White said. "Most of our members are deputized."

If the Potomac is iced over, crews can also conduct vehicle patrols, he said. Armed with 9 mm pistols, M-16 rifles and 12 gauge shotguns, they are highly trained in a variety of skills. Even the SAFE boats have fore and aft mounts for M-60 machine guns. But to keep things from becoming routine, crews avoid regularly-scheduled patrols.

"You don't want to tip your hand," said White.

.....

And while Washington sees relatively few ocean-going vessels, it has plenty of local activity on its rivers including tug boats pulling construction barges, river cruise ships, rowing teams, and bass fishermen. Although the station is crewed by about 26 active duty members, it has been supplemented with reservists during the past year from such far-flung spots as Florida and North Carolina. About 75 crewmembers stand radio watch and conduct patrols. Division 1 and 14 auxiliaries also have been trained to stand radio watch and flotillas help extend the eyes and ears of the Coast Guard patrolling the river.

The waterborne nature of Station Washington's missions is ideally suited to work in tandem with many federal and local agencies, said White. The 55th presidential inauguration was no exception.

Despite plummeting temperatures and chilly conditions, crews practice along the snowy shoreline of the Potomac in the shadow of the Lincoln Memorial, the orange hulls just about the only color break in the wintry weather. And throughout the week's festivities, crews played a vital role in a layered plan of defense of the nation's capitol. Although a Joint Task Force monitored law enforcement transmissions and relayed messages from an undisclosed location in Virginia, White said crews already were used to working in concert with other agencies.

.....

"We have many capabilities and driving boats is one of them," White said. "It gives us a maneuverability that can be very attractive to other agencies and they often use us as a platform for their work."

Currently, Station Washington is headquartered in a cramped 1,000-square-foot, two-room building on Bolling Air Force Base where the boats are docked at the recreational marina. The nature of its mission requires personnel to maintain rooms at the base hotel for on-call personnel.

"If something significant occurs, we can have our people mobilized almost immediately," said White.

That, he said, is part of their allure. 



WAITING TO MARCH

The Coast Guard Honor Guard waits patiently for its turn to march in the inaugural parade Jan. 20. The temperature dropped into the 20s during the afternoon.



PA3 Beth Reynolds, 7th D

RELIEF IN SIGHT

STORY BY PA3 MARIANA O'LEARY, PACAREA

In response to the tsunami disaster in Southeast Asia, the Coast Guard delivered more than 350,000 pounds of food, medical supplies, water purifications equipment, assessment teams, and even toys to the tsunami-stricken countries of Sri Lanka, Malaysia, Indonesia, and Thailand.

As relief efforts continued, two Coast Guard C-130 airplanes and three of the four flight crews, from Sacramento, Calif.; Barbers Point, Hawaii; and Clearwater, Fla., ran round-the-clock missions to air-bases, aid distribution points, and remote locations that were in need of aid supplies. The flight crew from Air Station Elizabeth City, N.C., headed home after 22 days of relief flight missions and back to their busy schedules as the military operations in the tsunami affected area began to wind down.



U.S. PACIFIC COMMAND PHOTO

TIME TO REPAIR

Top: The ruins of Mglaboh, Sumatra, Indonesia, a once thriving city in Indonesia.

Far Right: AMT1 Doug O'Brien from Air Station Barbers Point, Hawaii, offloads bags of vegetables to the tsunami victims of Jaffna, Sri Lanka, Jan. 17.

Right: A Coast Guard C130 airplane and crew from Barbers Point, HI., delivered over 34,000 pounds of food January 17 to the tsunami affected town of Jaffna, Sri Lanka.



PA3 MARIANA O'LEARY, PACAREA



PA3 MARIANA O'LEARY, PACAREA



On Jan. 14, Coast Guard aircraft and crews completed their first humanitarian airlift mission to the tsunami catastrophe in the northern city of Jaffna, Sri Lanka. With a humble start of just 20 emergency shelters as cargo, the bright blue and orange Coast Guard stripes stood out on the flight line in contrast to the huge gray transport planes hailing from all over the world.

As the seven-member aircrew from Clearwater, Fla., waited for their first load of supplies to be delivered by forklift from the mountain-like pile of relief supplies at Colombo International Airport, Sri Lanka, the wide variety of foreign flags, military uniforms, and languages had a big effect on the crew.

"I thought...we're finally in the game, and it's good to be doing something to help," said Lt. Cmdr. Andy Delgado, a pilot from Air Station Clearwater. "The challenges of working with foreign military services and the language barriers we encountered were a unique opportunity for us. It's really good to be here."

Over next three days, the tempo of the mission stepped up with more than 100,000 pounds of fresh fish, chicken, vegetables, emergency shelters, and water purification equipment airlifted into Jaffna and China Beach, Sri Lanka. A Navy medical battalion team of 30 people and medical supplies to supplement and set up local hospitals were brought into Jaffna by the Coast Guard as well on Jan. 16.

Working as guides and interpreters, the Sri Lankan air force pilots crewed on the Coast Guard planes, giving the crews a chance to get a personal and unique perspective on the local culture and the effect that the catastrophe had on the Sri Lankan people.

Sri Lankan air force Lt.

**"This is it. This is the biggest ever been involved in. T
— AET2 Brian Scott, Air**

Dinesh Kasagala flew with the Barbers Point, Hawaii, crew Jan. 17, delivering 37,000 pounds of fish and vegetables. He explained to the Coast Guardsmen that in the remote city of Jaffna, some of the local people running up to the back of the C-130 to get supplies had never seen Americans before.

"You may be the first ones [Americans] they have seen," he said with a smile, "I think they are happy to be meeting you."

"We met people who were directly affected by the tsunami, and yet their friendliness was incredible," said Lt. Cmdr. Brad Sultzer, of Air Station Barbers Point. "Like the family-run jewelry store across the street from our hotel, they had lost one of their family members, the oldest of four generations, yet they treated us with great hospitality, you would never have known they had just been through such a great tragedy. They were happy to have us here."

With the Coast Guard's unique capacity to perform versatile missions as part of its everyday job of search and rescue, law enforcement, and homeland security, the air crews used their training and expertise to adapt to the challenges of bringing humanitarian aid to these countries.

Using the Coast Guard C-130 Hercules airplane, with its 50,000 pound carrying capacity and seven-man crew, the Coast Guard's response

FACES OF GRATITUDE

The people of Sri Lanka respond with gratitude to the devastating tsunami. Photos on pages

est humanitarian effort I've his is why I signed up." Station Clearwater, Fla.

brought a self reliant and capable platform to the challenging mission. "The Coast Guard C-130 is a workhorse," said Sultzer, the aircraft commander of the Barbers Point C-130. "We're putting the aircraft and Coast Guard crews unique capabilities to work airlifting to these remote locations. That's what we train for."

With the ability to land on runways in disrepair or even dirt, Coast Guard planes and crews were up to the job of bringing in supplies to remote regions and performed at their peak.

"For me, the biggest challenge is keeping these two aircraft operational," said Petty Officer AMT1 Ken Norris Jr., a flight engineer from Clearwater, Fla., "I think it's outstanding we're using the C-130 for the job its made for. You give us a load and 4,000 feet of dirt anywhere in the world, and we'll deliver." Behind the scenes, behind the mission, they give us a box of parts and credit cards for fuel and we have to be completely self sustained. The same crews that fly this plane fixes it too, which is completely unique to this service."

Having multiple aircrews gave this operation the ability to operate on a 24-hour schedule.

"Last night we flew for nine hours straight, then did maintenance for three hours, its challenging but that's what it takes," said Norris.

itude to U.S. forces who offered aid after
s 18 and 19 by U.S. Pacific Command.


This humanitarian effort, described as the largest in history, gave the Coast Guard a chance to make a profound difference in people's lives on the other side of the world. We're committed to the mission as long as there's a need." said Sultzer, "Our crews want to airlift as much cargo as possible to the people who need it. We want to stay until the last person gets what they need."

When asked what challenges this mission presented for his crew, Sultzer laughed and said, "The only people who are upset are the ones that didn't get to go. We are lucky to be involved."

With the three crews from Clearwater, Sacramento, and Barbers Point, and two planes staging out of the island of Langkawi, Malaysia, the schedule and missions were longer and more challenging, yet still rewarding. Flying from Langkawi International Airport to Jakarta, Indonesia, to Banda Aceh, Indonesia, then back to Langkawi could be a 12-hour mission lasting until 3:30 a.m.

Pallets of high-energy biscuits were transported daily by the crews. "Last night we had bags of toys for the kids of Banda Aceh on top of the cartons of milk," said Delgado. "You know stuffed animals and soccer balls, I feel honored to be a part of this mission, we're doing something meaningful."

As the Coast Guard continued to work alongside the Air Force, Marines, Navy and multiple other nations bringing aid to the people of Southeast Asia, the challenges continue, but the missions' rewards are well worth it.

"This is it," said AET2 Brian Scott, of Air Station Clearwater, "This is the biggest humanitarian effort I've ever been involved in. This is why I signed up." 



MOVING FORWARD

NEW ATON TECHNOLOGY SAVES CG TIME AND MONEY

***Story and photos by PA1 Mike Hvozda,
PADET New York***

NIGHT VISION

The deck force aboard the CGC Katherine Walker relieves a buoy in Hudson River near West Point, N.Y. and replaces it with a "7LI" or seven-foot in diameter lighted ice hull that will withstand the river's harsh winter conditions.



Thousands of years ago, Phoenician mariners used fires blazing on towers to find their way into port. But times have changed for contemporary mariners around the world as they find their way into port at night. The same concept of a bright light guiding the way still exists, but it has evolved into something safer, reliable and approximately the size of a thumbnail.

Evolution in this case refers to light emitting diodes, or LEDs, which are found in places like remote controls, traffic lights, and even toys. They use about half the energy it takes to light an incandescent lamp, like a light bulb, partly because they don't need to heat a filament before they produce light. These new technological advancements are now being put into service atop ice-hull buoys and save the Coast Guard valuable time and money spent maintaining and responding to the conventional systems' chronic failures and discrepancies.

Ice buoys in the U.S. are found in navigable waterways prone to freezing. When a waterway freezes it can pull a buoy under water. A warm spell can release large masses of ice, some the size and weight of a pool table or larger, spelling out a possible doom from collision. For that reason ice hulls and their lanterns are shaped to deflect loose ice floes and to sustain prolonged periods of time submerged below an icy waterway and emerge still providing a signal to the mariner. A conventional buoy in the same situation would be severely damaged.

Crews working on Coast Guard buoy tenders and Aids to Navigation Teams have been switching conven-

tional buoys with ice hulls for years. There are as many as 306 ice-hull buoys replaced annually, but some are only changed out if endangered by ice.

The LED ice buoy lanterns were first tested in 2002 as prototypes in the Chesapeake and Delaware Bays, installed on a limited basis late in the ice season of 2003 and then completed as a full conversion this winter.

"These lights will probably appear brighter than the legacy systems because we chose to provide a better signal (brighter light) to the mariner. The LED technology allows us to do it without paying a penalty for a larger power system," said Jon Grasson, who is the Team Leader for the Signal and Power section in the Ocean Engineering Division at Coast Guard Headquarters.

Not only are the new lanterns brighter, but their thick bronze-colored base, glowing light and antenna-like bird deterrent devices are reminiscent of the 1938 radio broadcast of "War of the Worlds" that panicked the nation with fears of an alien invasion. Fortunately these won't cause as much of a panic.

"It looks like a little UFO from The Jetsons," said BMC Eric Smith, of the 175-foot buoy tender CGC Katherine Walker.

Aside from the new lantern's retro-Hollywood space age styling, they are designed for simple installation to be maintenance free for the season and ultimately "withstand severe ice conditions," according to the manufacturer, Sabik. One battery will last through the winter until the buoy is relieved in the spring. The current system also uses only one battery, equal to about

CUTTING EDGE

Left: The Deck force aboard the CGC Katherine Walker prepares to relieve a buoy in Hudson River near West Point, N.Y. and replace it with a buoy that will withstand the icy waters winter has to offer.

Center: A light emitting diode illuminates a new lantern atop a "7LI" or seven-foot lighted ice hull buoy.



240 “D” cell flashlight batteries, for the entire season, but since the new LED lamps use about half of the power, a reduced capacity battery may be used in the future. Grasson said the Coast Guard could save as much as \$32,000.00 annually just in batteries.

“The batteries for these aids can be downsized to save money,” said Grasson. “The present cost of the battery is \$375 and the projected cost is about 25 percent less when we reduce the capacity 160 ampere hours for an estimated cost of \$277, a \$94 annual savings per battery. With 340 batteries purchased annually, the estimated annual savings is \$32,000.

Another benefit from the LED lanterns is that they replaced an array of parts that made up the conventional lanterns. The conventional system consisted of a Lexan dome that protected the lantern, a colored or clear lantern lens that directs light from the lamp (specially cut to fit below the Lexan dome), a lamp changer, six lamps and a daylight control. In comparison to the new lanterns that have a proven track record overseas, the conventional ice buoy lanterns suffered from a lack of robustness and numerous failures of the protective dome, according to Grasson. Anticipating very few ice-related failures, approximately \$41,000 will be saved from not having to replace damaged parts each year, he said.


The new technology is all about efficiency and durability when it comes to the new technology. Saving energy and lasting through harsh conditions is going to save man-hours. “I think these LEDs [lanterns] will help us be more efficient,” said Lt. Brian Donahue, commanding officer of the CGC Katherine Walker.

“Across the board we saved ourselves seven to eight minutes per buoy in part because of the maintenance required on the lanterns,” said Donahue.

Those minutes add up considering that the crew replaces 55 lighted ice-hulls each season. Multiply those minutes by the numbers of buoys and you save more than seven hours. Still not convinced by the efficiency? According to COMDTINST 7310.1H Standard Rates, the average cost to keep a 175-foot ship underway for one hour is \$2,655! So even though the LED lanterns are in the ballpark of \$1500 each, which is about twice the price of the conventional lantern system, the cost is saved in the long run. “We are always looking for ways to be more efficient, said Charles Mosher of the Short Range Aids to Navigation Division at Coast Guard Headquarters. “If you can reduce your AtoN hours, and invest those hours in some other mission that’s begging for WLM [175-foot buoy tender] hours, then that’s a win.”

“Because of the efficiency of the LED we can provide a better signal to the mariner and downsize the power system,” said Grasson.

Predating even formal writing in approximately 3000 B.C., mariners may have burned animal fats as fuel to light the way into port.

Navigation today is light years ahead of bonfires on towers and this ice season’s LED-equipped lanterns may just be a precursor for the fate of incandescent lamps being used in most of the Coast Guards aids to navigation. 



BETTER AND BRIGHTER

Coast Guard ice buoys like this one equipped with new light emitting diode lanterns are twice as bright as the conventional lantern systems, but use less power.

DRA GNET OF



APPREHENDED AT SEA

Coast Guard boarding team members maintain security over a go-fast vessel and its crewmembers. The crewmembers were transferred to the U.S. for prosecution.

THE PACIFIC

Story by Roger Gayman, 11th Dist.



The Coast Guard is the lead federal agency for maritime drug interdiction and shares the lead responsibility for air interdiction as well, making it a key player in fighting the flow of illegal drugs to the United States. The Coast Guard's mission is to reduce the supply of drugs as close to the source as possible, by denying smugglers the use of air and water routes through a six million square mile area transit zone that includes the Caribbean, the Gulf of Mexico and the Eastern Pacific Ocean.

The Coast Guard's 11th District is responsible for counter drug operations in the largest of the target areas: the Eastern Pacific.

The vast Eastern Pacific is about the same size as the continental United States. To meet the challenge of patrolling this vast area, the Coast Guard coordi-

nates closely with other federal agencies and Central and South American nations to disrupt and deter the flow of illegal drugs. The sheer amount of space for smugglers to sneak through makes it hard to come up with a reliable strategy for stopping them. Therefore, the Coast Guard must rely heavily on partnerships with the Departments of Defense and Justice, and foreign governments.

"To be successful, maritime drug interdiction requires robust interagency collaboration," said Cmdr. Kelly Hatfield, the 11th District's chief of law enforcement and intelligence.

In the Eastern Pacific, the investigative team of Operation Panama Express, which includes the U.S. Attorney's Office for the Middle District of Florida, the FBI, the DEA, the Joint Interagency Task Force South



NOT FAST ENOUGH

A go-fast smuggling vessel, laden with bales of cocaine, flees from the USS Curts in the Eastern Pacific.



CONTRABAND CARGO

Left and above: Coast Guardsmen unload bales of cocaine from the USS Curts in Key West, Fla., Sept. 5. The Navy ship's crew and the Coast Guard boarding team aboard it confiscated more than 75,000 pounds of cocaine seized in the Eastern Pacific last fall.

and Immigration and Customs Enforcement agents, uncovers useful intelligence information. JIATF South, based in Key West, Fla., fuses hot investigative intelligence with other sources of intelligence, and uses the information to detect and monitor smugglers. When Coast Guard and Navy units under the tactical control of JIATF South find a suspect vessel, the interdiction phase begins.

At this point, just before conducting a boarding or other law enforcement actions, these units request a shift of tactical control to the 11th District. If both JIATF South and the district concur with the boarding recommendation, the district assumes tactical control for the interdiction and apprehension phase.

"The legal authority to board suspected smuggling vessels is determined primarily by the nationality of the vessel, not by the persons aboard," said Lt. Benjamin Janczyk, a counter-drug officer for the 11th District. He said that although "on-scene units must have reasonable suspicion that the vessel is involved in illegal transportation of drugs in order to board the vessel," the United States must first negotiate a bilateral agreement with the suspect vessel's nation. These agreements grant authority to the United States to take limited counter-drug law enforcement actions.

In fiscal year 2004, the Coast Guard seized a record-breaking 241,713 pounds of cocaine, worth approximately \$7.7 billion. The previous annual record was 138,393 pounds. To put this historic achievement in context, the Coast Guard spent 11 percent of its total operating on drug interdiction; before September 11, 2001, hours spent on drug interdictions equaled 23 percent of its total. Drug interdictions consumed 18 percent of the Coast Guard's budget before September 11, 2001 and it was only 12 percent in both the fiscal year 2004 and the 2005 requested budgets.

"The bottom line is that better intelligence and increased interagency and international cooperation have resulted in increased seizures," said Rear Adm. Kevin Eldridge, commander of the 11th District.

"The legal authority to board suspected smuggling vessels is determined primarily by the nationality of the vessel, not by the persons aboard."

— Lt. Benjamin Janczyk,
11th Dist. counter-drug officer

"... better intelligence and increased interagency and international cooperation have resulted in increased seizures."

— Rear Adm. Kevin Eldridge, 11th Dist.

On Sept. 5, 2004, the USS Curts arrived in Key West, Fla., to offload more than 75,000 pounds of cocaine seized in five interdiction cases in the Eastern Pacific, with a value of more than \$2.3 billion. The drugs were seized by Department of Defense and Coast Guard units working for JIATF South and the 11th District, and included


the first and third largest seizures in Coast Guard history. A LEDET embarked aboard the USS Curts made the largest discovery Sept. 17, consisting of more than 30,000 pounds of cocaine from the fishing vessel Lina Maria, approximately 300 nautical miles west of the Galapagos Islands.

Sept. 23, a Coast Guard LEDET embarked aboard the USS Crommelin discovered 26,379 pounds of cocaine aboard the fishing vessel San Jose approximately 650 nautical miles southwest of the Galapagos Islands. As a result of the Coast Guard's interagency partnership and efforts, more than 75,000 pounds of cocaine never reached the United States, and 31 smugglers were turned over to federal authorities for prosecution by the U.S. Attorney in Tampa, Fla.

The cooperation of foreign governments continues to be a key to the Coast Guard's success in drug interdiction. On several occasions last fiscal year, the 11th District engaged in a close cooperation with Central and South American governments, including Colombia, Mexico, Guatemala, Costa Rica and Panama. In the case of the fishing

vessel Lina Maria, a quick response from the Cambodian government, confirming suspicions that the vessel was not Cambodian flagged, enabled Coast Guard

law enforcement teams to move forward quickly to execute the drug seizure. Likewise, the bilateral agreement between the United States and the government of Belize allowed the Coast Guard to board the Belize-flagged fishing vessel San Jose quickly and seize the drugs on board.

"Id like to emphasize how critical the collaboration between all the agencies and countries is in the successful prosecution of smuggling cases. No one agency does it all. It's a cooperative effort," said Eldridge. 



REFLECTIONS

The image of MSTC Britton Henderson, Atlantic Strike Team, is reflected in oil from the Athos 1 oil spill in the Delaware River Nov. 28.

Oil spill closes port

Story by PA2 Krystyna Hannum, LantArea

The wind was cold enough to chill the breath of the dark figures stuck outdoors. A nearly full moon glimmered off the river, which cut a path between shorelines filled with trees. The tree line stopped short at the CITGO Asphalt Refining Company facility in West Deptford, N.J. As the river flowed past the facility, the current momentarily slowed as it struck the piling of a pier.

Two tugboats were assisting a tanker as it prepared to moor. Under the night sky, a tugboat crewmember noticed something wrong. The 750-foot ship seemed to be leaning to one side in the calm, river waters, and oil, thick and black enough to be seen against the already dark water, was pouring up from under the ship.

The Athos 1, a Cypriot-flagged oil tanker, had been attempting to dock around 9:15 p.m. Nov. 26 along the Delaware River. Immediately, the Athos 1 and CITGO workers activated response plans as a third tug came to help secure the tanker, which had lost all power to its engines following the port list. The tugs positioned the ship in the nearby anchorage while a response contractor from CITGO strung boom around the stricken vessel.

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Fifteen minutes later, Captain of the Port and Commanding Officer of Marine Safety Office Philadelphia, Capt. Jonathan Sarubbi, was awakened by a phone call from the duty watch stander, who reported that oil was gushing from a tanker known to have 13 million gallons of oil aboard.

The seriousness of the event was immediately apparent. "I knew we had to quickly implement our contingency plans to minimize the effects," said Sarubbi.

Less than two hours after the report, Lt. Blanca Rosas, assistant chief for marine environmental protection at MSO Philadelphia, was on a Station Philadelphia 41-foot utility boat heading to the scene. The 41-footer didn't get far. The incoming tide had pushed the sticky oil north toward Philadelphia. Still about three miles away from the leaking tanker, the

thick black muck threatened to kill the small boat's engines, and the crew was forced to return back to the station. Rosas headed to the CITGO facility in a vehicle and was met there by CWO2 John Nay, the duty investigation officer from the MSO.

From the CITGO pier, Rosas and Nay, and several MSO personnel, were able to get underway on a launch and make way through the oily mixture to the tanker. Rosas, the lead for spill response, immediately was concerned with ensuring the deployed boom surrounding the tanker was working, and getting boom set up around neighboring creeks and marshland. While Rosas worked on operations, Nay set off to find the cause of the spill.

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"When we got there, we wanted to take a ride around the vessel and try to determine what's causing the list and if the boom was working. After that, my main job was to discover why the leak occurred," said Nay. And it was not apparent to anyone at the time what had caused the leak.

"Everyone was baffled about what caused this. The crew was baffled; the master was baffled," said Nay. "Yet, though the master [of the Athos 1] was dumfounded, he did take immediate actions, which really prevented further oil from escaping."

Nay, who was previously assigned to the Atlantic Strike Team, had been involved in oil spills this size and larger, but this is the first case of this scale that he has investigated.

"It appears the crew did everything properly," said Nay. "This case is unique from my perspective because normally a spill this size is caused by an obvious human or mechanical error."

Another distinctive factor setting this case apart was the number of agencies involved, said Sarubbi. Oil from the Athos 1 touched the inland waters and shores of Philadelphia, Delaware and New Jersey. The size and location of the spill prompted representatives from several agencies, together with the U.S. Fish and Wildlife

THE VESSEL

Below: The Athos 1, a 750-foot Cyprus-flagged vessel, lists eight degrees in the Delaware River Nov. 28.

CLEANUP TIME

Workers clean the shoreline of the New Jersey State park along the bank of the Delaware River after the Athos 1 spill Dec. 6.



PHOTO: MICK LUTZ, PADET NEW YORK



Service, National Oceanic and Atmospheric Administration, Army Corps of Engineers, Environmental Protection Agency, Pennsylvania Department of Environmental Protection, New Jersey Department of Environmental Protection, and Delaware Department of Natural Resources and Environmental Control to form a unified command.

The overnight hours were filled with business both on the water and at the MSO where the unified command was taking shape. As more responders arrived to the tanker, boom was deployed across 12 environmentally sensitive areas, oil-skimming vessels began the task of on-water oil recovery, and assessment teams started walking the New Jersey and Pennsylvania shorelines. By the time the sun rose, it was apparent that several thousand gallons of oil had been spilled.

Like a domino effect, the oil spill led to vessel traffic restrictions. The river had been shut down to all vessel-transiting traffic. With the Port of Philadelphia being the sixth largest port in the United States, this caused Sarubbi more than a little concern.

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"I knew closing the port was a serious matter because of the stature of the Port of Philadelphia," he said. "We knew that we couldn't keep it closed for long." Yet, there were many objectives that needed to be addressed and handled, including ensuring the public's health and safety, the recovery of impacted wildlife and environment, the cause of the spill, and of course, the oil clean-up.

"Oil recovery was the number one priority," said Sarubbi. "There were several initial objectives that needed to be managed, and we had to balance all the objectives." To handle all the actions, the unified command, including the port community, used the incident command system to develop protocols and manage the response and clean up.

"Without the command and control of ICS, you'd have all the different agencies running around doing their own thing," said Sarubbi. "By working in the unified command using the ICS structure, everyone was operating together toward common goals. The ICS system worked very well for us."


Yet, working with and organizing more than 30 federal, state and environmental contractor agencies did become a bit of a challenge, and Sarubbi credits the effective use of ICS with overcoming the challenges.

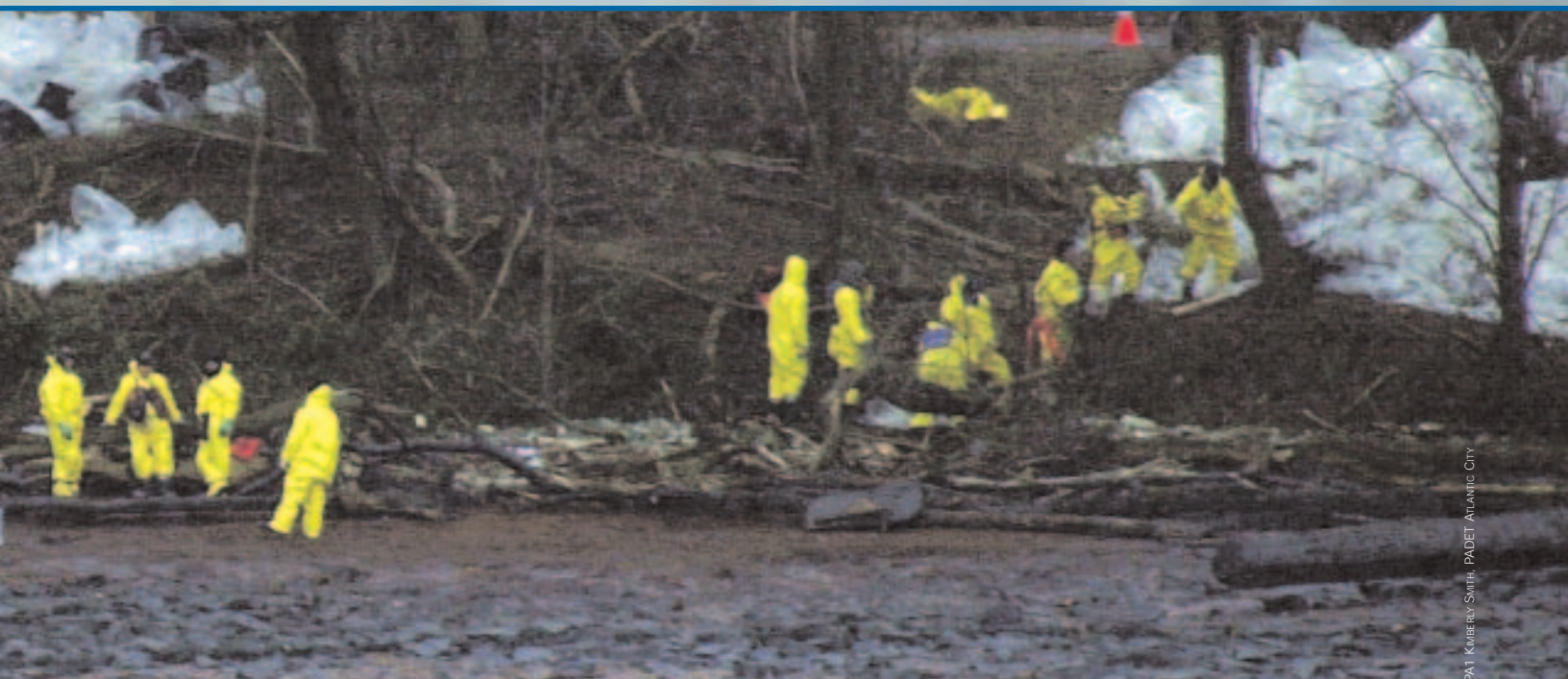
"My experience in the Port of Philadelphia when it comes to safety and security is that everyone knows that we have to work together," said Sarubbi. "The cooperation among the different agencies here has been terrific."

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As days and weeks passed, clean up continued throughout the region as oil had found its way to approximately 126 miles of shoreline. By mid-January, more than 67,000 gallons of oil and oily liquid, 6,700 tons of oily clean-up materials had been recovered. It was later determined that 265,000 gallons of oil spilled from the Athos 1.

Divers discovered a rupture about six-feet by one-foot along the hull of the Athos 1. The cause of the rupture remains a mystery, though several objects with fresh paint scrapings have been located along the river floor. "It's like a jigsaw puzzle," said Nay. "We're putting the evidence and information together to determine the sequence of events that night." Putting all the forensic evidence together may take several months, but Nay and the rest of the investigation team understand the magnitude and responsibility before them.

"My hope is by putting this puzzle together, we will find what safety recommendations we will need to put forward to prevent this from happening in the future," said Nay. 



PA1 KIMBERLY SMITH, PADET ATLANTIC CITY

Enforcing Boating Safety

Removing one drunk boater at a time

**Story by Group Milwaukee staff and
photos by PA2 Dave Mosley, 9th Dist.**

Slicing through the moonlit waters, the crew remains vigilant, ever watchful for a potential target. Amid a spectacular skyline backdrop of America's third largest city, an eerie silence, save for the broken crackle of commercial mariners chattering from one of the mounted VHF marine band radio speakers in the cabin of Coast Guard boat 255058.

"I've got a good feeling tonight," BM2 Jim Pierce softly speaks to the boat crew from Station Wilmette Harbor. The crew, BM1 Chris Evans, MK3 Class Matt Ladnier and Seaman Mike Rodriquez, nod in silent agreement.

"They're out there," Evans chimes in. "It's up to us to find them."

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Recreational boating has long been a favorite leisure pastime for Americans who call the Upper Midwest home. With its vast expanses of pristine open water and diverse mix of large and small ports, the Great

Lakes region represents a fresh water boaters' paradise. Indeed, six of the top 10 states for registered recreational boats border the Great Lakes with Michigan (2), Minnesota (4), Wisconsin (6), New York (7), Ohio (8) and Illinois (10) alone representing nearly 30 percent of all U.S. registered boats. Yet as more boaters take to the waters, an alarming trend has regrettably followed suit — more drunken boaters. They boat throughout the course of the day, but demonstrate a particular desire to be on the water during the evening hours. And they are far more likely to encounter trouble than the sober boater. Of the 150 recreation boating fatalities in the Great Lakes region last year, 37 percent involved alcohol, noticeably above the 31 percent national average.

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"Hit the lights and siren, let's go boys," Evans barks out as a 32-foot go-fast casts a broad wake while speeding northbound parallel to the Chicago Harbor breakwater. In seconds, Evans drops the throttle

NOT ON MY WATCH!



the old fashioned way

down, and powered by twin 225 horsepower engines, CG-255058 engages in hot pursuit. The chase doesn't last long; it rarely does. The sight and sound of the blue flashing light and emergency siren emanating from the Coast Guard's Defender Class homeland security boat achieve the desired effect. In a scenario that was played out hundreds of times on Lake Michigan this summer, the Coast Guard quickly alongside, and the boarding team led by Pierce steps aboard the idling go-fast.

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A six-year veteran, small boat coxswain, and boarding officer, Pierce is a professional's professional according to his officer-in-charge, BMC Mark Stevens. "Pierce is the one man I want on scene during the most challenging search and rescue or law enforcement scenarios," Stevens said. "Just like the [Chicago] Bulls wanted the ball in Jordan's hands with the game on the line, Jim Pierce is my go-to guy."

Upon boarding, Pierce immediately assesses the situation — two average-built men, two women, ice chest

on deck, cup holders on the console containing beer cans. After determining no weapons are on board, Pierce methodically completes the safety inspection, known internally as a CG-4100 boarding, while Ladnier and Rodriguez maintain overall security of the scene. Lifejackets, flares and other safety equipment are carefully checked to ensure compliance with federal law. Vessel registration documents and crew identification are verified. As the boat operator clumsily moves about to gather the required safety items, Pierce makes a mental note of his unsteady balance, which appears excessive given the calm sea state on this humid mid-summer night.

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After the CG-4100 boarding is completed, Pierce requests the operator sit in the rear of the boat while he administers a series of field sobriety tests to determine if the operator is intoxicated. These tests nearly mirror those given by highway patrolmen to suspected drunk drivers during roadside stops. The operator fails four of six tests. The operator voluntarily agrees to a breath-

*We won't tolerate
drunk boaters
on Lake Michigan.*

**You're in Command
Boat Sober!**



U.S. COAST GUARD



**Homeland
Security**

lyzer test, and proceeds to register a blood alcohol content of 0.13, well above the legal limit of 0.08 for intoxicated operation. Game over. The operator and his crew's night of fun and partying on Lake Michigan is over. About two months later, a Coast Guard hearing officer in Washington, D.C. levies a \$2,200 civil penalty – a stiff fine, but less than the \$5,500 maximum penalty for federal Boating Under the Influence.

"Now this is job satisfaction," Pierce says with the unbridled enthusiasm of one who takes pride in his duty. "One less drunken boater on the water, one less boating accident in the making, and potentially one or more less fatalities waiting to happen."

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"It's 0430," Evans replies. "Let's go home." And with morning twilight breaking upon a just-waking Chicago skyline, Evans turns the wheel and CG-255058 quietly begins its transit north toward Wilmette as the crew silently gazes upon the horizon.

It was called Operation Midnight Badger. Its goal quite simple — make the waters of western Lake Michigan safer by removing drunken boat operators

from the water. Orchestrated by Coast Guard Group Milwaukee and implemented by the nine small boat stations assigned along the Wisconsin and Illinois shoreline, boat crews and boarding teams demonstrated the same tenacity as the furry, broad-backed animal for which the operation was named. Making every moment count while underway on patrol, Group Milwaukee law enforcement teams cited 161 vessel operators for Boating Under the Influence. Leading the way among the nine stations was Station Wilmette Harbor who recorded 72 BUIs, the most BUIs ever by a Coast Guard small boat station.

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"We've adopted a Royal Canadian Mounted Police zero tolerance stance toward drunk boating on Lake Michigan," said Lt. Michael Hegedus, branch chief for Group Milwaukee's law enforcement division. "Drunk boat operators pose the greatest threat to recreational boating safety... a threat not only to themselves and those on their boat, but to the safety of all law abiding boaters on the water."

Several law enforcement agencies on Lake Michigan

ON THE STREET

Previous pages: A billboard was placed in two different locations on Interstate 43 leading into downtown Milwaukee.

LOTS OF BOATS

A 25-foot response boat from Station Calumet patrols for drunken boaters.



have demonstrated similar resolve in removing drunken boat operators, chief among them the Chicago Police Marine Unit headed by Lt. Earl Zuelke.

"Drunken boat operators have no business on the water," Zuelke said. "Now we have municipal, state and federal agencies presenting a united front to combat this threat."

Although BUI enforcement may seem singular in mission focus, its impact stretches a wide swath across multiple Coast Guard mission areas. "It's preventive SAR; it's homeland security and it's good old fashioned law enforcement wrapped into one patrol," said Lt. Kevin Hanson, deputy group commander. "When we're out on the water at midnight or 2 a.m., it's Maritime Domain Awareness in its purest sense."

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A fresh blanket of snow covers the ground. Bays and inlets to Lake Michigan ports are frozen. The Coast Guard small boats at Station Wilmette Harbor have been hauled, winterized and stored for the season. Winter maintenance and classroom training are in full swing for the crew. One four-man crew prepares to depart for a 30-day temporary duty assignment in Jacksonville, Fla. to assist with homeland security operations. For BM2 Jim Pierce, it's the time to reflect and reenergize for the coming boating season.

"We made a positive impact improving safety last year," Pierce pauses. "But we expect to make even more of a difference this year." 



CHECKING THINGS OUT

BM1 Barry Bernaby and Seaman Brett Mastenbrook, both from Station Calumet, conduct a safety boarding during the 2004 Chicago Air and Water Show.



True blue

By PA3 L.F. Chambers, LantArea

Article contributions by Lt. Richard Minnich.

The quarterdeck at MSO/Group Philadelphia has a little less personality these days, and visitors are greeted just a little differently now that Plankowner and Coast Guard auxiliariest Manny Greenwald is gone.

Up until the Christmas Holiday of 2004, if you had business at this Coast Guard unit, chances were the first person you dealt with was auxiliariest Greenwald. "He came in every morning, Monday through Friday, no matter what," said SK1 Kevin Hurst, watch coordinator. "And he was 94 years old."

Carol, Manny's wife of 36 years, said he was up every morning before her, ready for work at the Coast Guard base. "Working on that quarterdeck was right up his alley," she said. "He loved people."

His main job at the base was handling visitors, said Hurst. "And let me tell you, he managed them. If someone didn't have the right I.D., they were out that door."

Manny Greenwald joined the Coast Guard Auxiliary in 1973 and stood radio watch at Station Beach Haven in New Jersey. He was credited with more than 3,500 watches and more than 15,000 hours of service during his time there. "He was called 'the Voice of Beach Haven,'" Carol said.

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Vice Adm. Thad Allen, a lieutenant in 1979, was the commander of Group Atlantic City and knew Greenwald well. "His dedication to duty was extraordinary," said Allen. "It was clear he thought it incumbent to help out junior members. He always led by example, and they just

gravitated toward him."

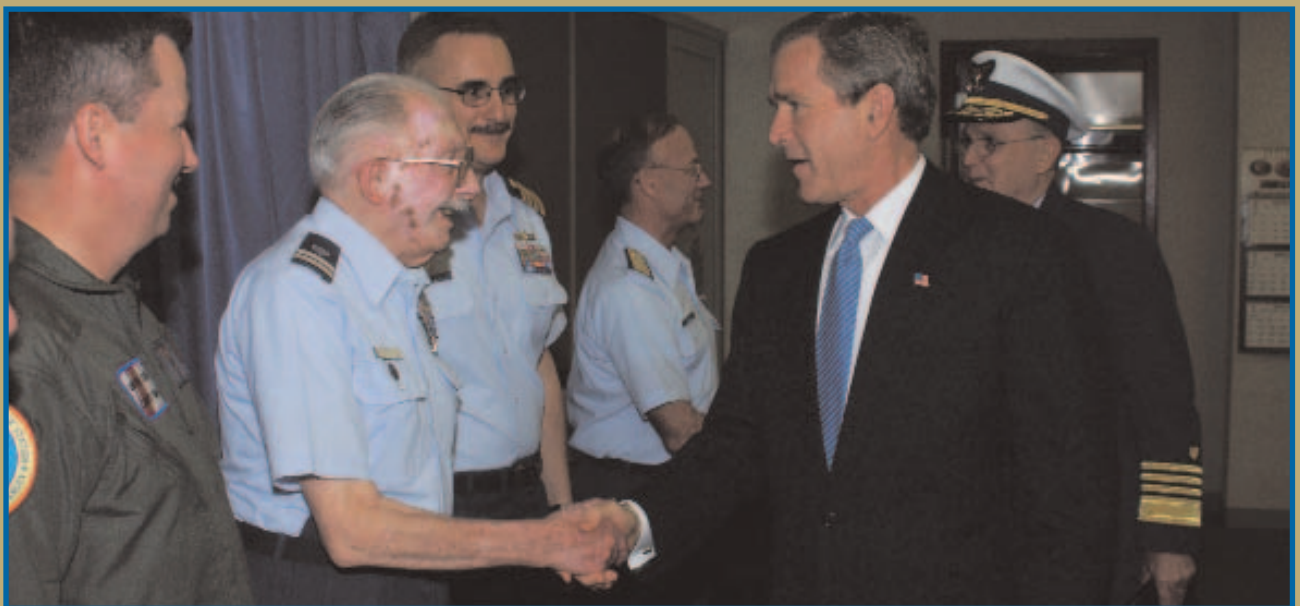
Greenwald had a profound effect on the junior officer who would become Chief of Staff of the Coast Guard. "He set the standard for being a leader, a mentor and a role model."

Though he made an impact on the Service in the Auxiliary, Greenwald's Coast Guard experience began much earlier, during the darkest days of World War II. He enlisted in 1942, serving as a member of the First Reserve Regiment's port security unit in Philadelphia. By the war's end in 1945, he was rated as a Chief Boatswain's Mate.

In 1989, he and Carol moved from Long Beach Island to Cherry Hill, N.J. That's when he began working at the MSO/Group. He told Hurst he never suspected during the war that he'd be working at a Coast Guard base in Philadelphia again. "I started in Philadelphia, and I'm ending in Philadelphia," he told Hurst.

When President George W. Bush gave a speech at the Port of Philadelphia in March 2003, he praised Greenwald for his service. "And I also want to thank Manny Greenwald for being here, as well. Manny is of the U.S. Coast Guard Auxiliary. I was briefed today by Adm. Hull who told me there's auxiliariests all across the country who are helping the Coast Guard achieve their vital mission. I want to thank all the Mannys across America who are helping our Coast Guard do its job. Manny's only 92 years old and he's still working hard."

Despite his age, Greenwald's devotion to duty never





waned. In the summer of 2004, Greenwald fell ill and had to go to the hospital. “The doctors thought that was it,” said Hurst. “They called his family, they called us, and told us he didn’t have long. We went and saw him and he told us he’d be coming back to work soon, but in the meantime, was there any way we could move the quarterdeck to the hospital?”

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He was back in less than a month, and worked at the quarterdeck for the next three months.

In a characteristic show of strength, Greenwald returned to

Group/MSO Philadelphia without the help of his walker. With only a cane to help support him, he walked onto his quarterdeck with head held high.

“When he put on that uniform, he would straighten his shoulders,” said Carol. “He looked like a different human being.”

She laughingly recounted a story he’d told her after going back to work. “When he came back from the hospital, he saw a young man running from the quarterdeck with an armful of caps. Manny was very strict – he never allowed them to leave their caps there. He was tough, but he loved them. He was a real mentor for

the young men there.”

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Manny Greenwald’s last official day of duty was Dec. 30, 2004. He departed at 1600 with a final farewell and a cheerful “see ya next year.” He passed away Jan. 3 at his home in Cherry Hill. More than a hundred Coast Guardsmen of every rank attended his funeral. He is credited with 41,000 hours of career volunteer service during 31 years in the Auxiliary. He participated in nearly 6,000 Coast Guard support missions.

“The Coast Guard was his life,” Carol said. “It wasn’t just a calling.”



HONORABLE HANDSHAKE

Left: When President George W. Bush gave a speech at the Port of Philadelphia March 2003, he praised Greenwald for his service.

THE MAN

Right: Manny Greenwald in an undated portrait.

George Putnam

Pioneer Commissioner of the Lighthouse Service

By Capt. Jean Butler, G-WP(d)

In his 2004 State of the Coast Guard address, Adm. Thomas H. Collins, commandant of the Coast Guard, announced the establishment of a civilian award to recognize the tremendous inspirational leadership among the Coast Guard's civilian employees. During the process of creating and naming the award, several dozen namesakes were considered for this prestigious honor. One nominee, George Putnam, clearly embodied the principles of inspirational leadership, and his accomplishments during his civilian service have stood the test of time.

George Rockwell Putnam was the first commissioner of the U.S. Lighthouse Service. He led an amazing life during a period of time when new frontiers were being explored, and the practical application of science was changing American life. He was an adventurer, an engineer and a student of human behavior to boot. His adventures took him halfway around the world, from the Arctic to the tropics, and eventually to Washington, D.C., where he turned his boundless energy into success without becoming a bureaucrat.

Putnam led the Lighthouse Service through 25 years of modernization and expansion, from 1910-1935, meeting the growing commerce needs of the nation. He had great vision and was a change agent that greatly improved the Service's effectiveness and efficiency, instituted technical improvements in aids to navigation, and pioneered the use of radio navigation, the first true all-weather navigation system. Equally important, he achieved many gains for employees including career progression, sick pay, annual leave and a retirement system.

Reflecting back on his career, Putnam said, "I am glad that I devoted my life to the public service. I am proud to have been able to help in making less hazardous the voyages of those who 'go down to the sea in ships.' I am happiest of all to have been associated with, and to have been the leader of, a group of men and women loyal in their obedience to the ideals of good government, devoted to the service of humanity."

Putnam was born in 1865 in Davenport, Iowa, and spent his youth along the Mississippi River. His parents encouraged their children's education in all aspects: nature, sports, carpentry, gardening and reading. Putnam's father, Charles, an attorney, had assembled one of the finest libraries west of the Mississippi and the family was closely tied to the Davenport Academy of Natural Sciences.

As a teenager, Putnam demonstrated his adventurous spirit and foreshadowed his future endeavors by making a canoe trip 400 miles down the Mississippi River. He and two of his friends paddled homemade canoes from St. Paul, Minn., to Davenport, Iowa, mapping the river en route.

He tried his hand at following in his father's footsteps in law, but decided it wasn't for him. Instead he found work driving stakes on a railroad survey and later in a railroad office, saving his money to pay for engineering coursework at the Rose Polytechnic Institute in Terre Haute, Ind. After graduating with an engineering degree in 1890, he was hired into the

Coast and Geodetic Survey and spent the next 20 years in chart and mapmaking. He made boundary surveys of Mexico, Alaska, and the Philippines, and he was a member of Rear Adm. Peary's 1896 scientific expedition to Greenland to recover a meteorite.

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He was uniquely qualified for the post as commissioner of lighthouses, as during his career in the

Coast and Geodetic Survey he conducted field work for surveying and establishing lighthouses. While assigned to the Philippines, he led a six-year effort for the first official charting of the islands and the design and establishment of its aids to navigation. It was during this time that he met President William Taft, then governor of the Philippines, who later appointed him to the post as commissioner.

His management and leadership skills had been previously sought out for special appointments. Several years before, he had been asked to undertake the organization of the Bureau of Standards, but declined as he was more interested in his adventurous duties in

Alaska. Later, he was offered the superintendency of the entire Coast and Geodetic Survey, but had found his field work with lighthouses too interesting to leave. While the appointment as lighthouse commissioner would mean leaving field work, it offered an opportunity to do what he considered important work with aids to navigation and he accepted the task.

Under the Lighthouse Service Reorganization Act of 1910, Commissioner Putnam's first task was to convert the organization from a military-directed service to a fully civilian organization. He accepted the appointment after getting a fairly reasonable assurance of freedom from political interference.

Contrary to the norms of the day regarding political patronage in government positions, Putnam ensured the Service hired the most competent people, each selected solely on his record and his merits, even for the most senior positions. This increased employees' morale, created feasible career paths to positions of greater responsibility and improved the professionalism of the service.

He later referred to his term as commissioner as an adventure in government administration. He attributed his success in holding merit principles and freedom from patronage to not being offensively righteous about it, avoiding difficulties by not talking about it and just sticking to his principles. One of his district superintendents, speaking of the service's freedom from politics under Putnam's leadership, said that it was "a source of pride to all of us who believe in merit in government service."

Putnam also championed many personnel actions that improved working conditions for employees, things that are taken for granted today, such as performance awards, compensation for injuries sustained on the job, annual leave for crews of tenders, paid sick leave for hospitalized crews of tenders and lightships, and reimbursement for provisions and clothing provided by employees to shipwreck victims. Most notably, his commitment and perseverance led to the passage of the Retirement Act for Lighthouse Service field personnel.

He was described as being masterful at handling Congress who, in turn, respected him. This allowed him to get his initiatives implemented. For his part, he was an unfaltering steward of the nation's resources. For example, when he started as commissioner there were 203 aids per 100 employees and upon his retirement, there were 495 aids per 100 employees.

He retired to Dorset, Vt., in April 1935 at age 70, the mandatory age under the retirement system he helped put in place years before, having completed almost 45 years of continuous government service. Upon his retirement, the New York Times published an editorial that said of him, "He was one of those quiet, capable,



PHOTO COURTESY OF KRISTI HAY


THE INSPIRATIONAL LEADER

The George R. Putnam Inspirational Leadership Award is named for the first commissioner of the Lighthouse Service. Among other programs, Putnam's unprecedented policy of hiring civilian government employees based on personal merit, instead of political ties, helped change the government's hiring process.

hardworking chiefs of the permanent government service of whom the general public hears little, but to whom it owes much. When you think of men of his character and devotion, the word 'bureaucracy' loses its sting."

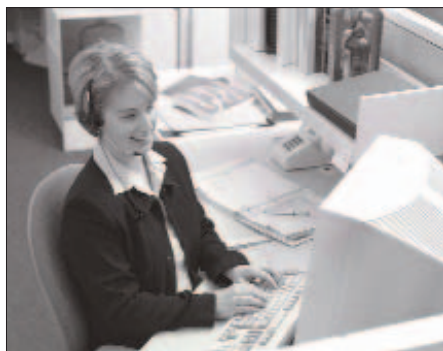
Commissioner Putnam once said of lighthouse tenders that they "do their work for humanity without any boasting, without any advertising, with none to trumpet their praises, and with only their own sense of duty to guide them."

The same can be said of George R. Putnam.

It is easy to see why the new Civilian Inspirational Leadership Award was named for him. Most importantly, the personal character and leadership traits displayed by him are just as relevant today as they were in 1935 and serve as examples for all of us to follow as public servants. 

The George R. Putnam Inspirational Leadership Award will be presented by Adm. Collins at the Commandant's State of the Coast Guard luncheon. This award will be presented annually in conjunction with the Capt. John G. Witherspoon and Master Chief Angela M. McShan Inspirational Leadership Awards. Look for a profile of the award winner in April's magazine.

Small Stuff



Quitline help

Gina is one of the Mayo Clinic Tobacco Quitline counselors waiting to help Coast Guard members and employees kick harmful tobacco habits. Call toll-free at 1-888-642-5566.

Mayo Clinic Tobacco Quitline — Free!

The Coast Guard's Health and Safety Directorate will launch a new tobacco cessation service for all Coast Guard members, their families, and employees March 21, 2005. This free, telephone-based counseling service will be provided by the Mayo Clinic Tobacco Quitline.

Each year, 440,000 Americans die from tobacco-related illness, and 38,000 more die from diseases caused by exposure to second-hand smoke. More than 25 percent of American adults currently use tobacco products. The Coast Guard has a comparatively high tobacco use rate of 32 percent. Giving up tobacco is not just a matter of willpower. People often require assistance to kick the habit. According to the American Cancer Society, tobacco users are twice as likely to beat their nicotine addiction when they enroll in a tobacco cessation program like the Mayo Clinic Tobacco Quitline.

To enroll in the Mayo Clinic Tobacco Quitline, call the toll-free number (1-888-642-5566) from 8 a.m. to 8 p.m. Monday through Friday, or 11 a.m. to 5 p.m. Saturday, Eastern Standard Time. A counselor will complete a thorough assessment of your tobacco use history and your stage of readiness to quit. They will then work with you to design an individual treatment plan that is tailored to your unique circumstances. Once enrolled, you and your counselor will arrange convenient times for up to four 10-to-15 minutes follow-up calls, scheduled just before and after your quit date, so your counselor can answer questions and give you the support and encouragement you need to quit successfully.

While only about five percent of tobacco users are able to quit on their own, the Mayo Clinic Tobacco Quitline has success rates between 30 and 40 percent. The Coast Guard's collaboration with the Mayo Clinic Tobacco Quitline is a step towards eliminating tobacco

in the Coast Guard, resulting in a healthier, more mission-ready workforce.

Overseas members can access the Quitline toll-free through an AT&T direct-access number. See <http://www.business.att.com/bt/tollfree.jsp> for the appropriate access number.
G-WKW-1

Employee of the Year Recognition

The Civilian Employee of the Year and the Non-Appropriated Fund Employee of the Year programs, in conjunction with the Enlisted Person of the Year, recognize outstanding achievements by Coast Guard civilians and enlisted members in any career field each year.

Appropriated Fund employees in grades GS-09 or WG-10 or below and NAF employees in Pay Band Grades NF 1-3 and Craft & Trade NA employees are eligible. Superior job performance and significant contributions to the community or charitable volunteer programs sponsored by the Coast Guard or other government or national organizations are evaluated.

Nominees for this award should reflect the Coast Guard's core values of "Honor, Respect, and Devotion to Duty."

Every June, Coast Guard Headquarters hosts an awards ceremony honoring the outstanding efforts of the Enlisted Persons of the Year (active duty and reserve) and the Civilian Employees of the Year.

For more information on these awards see ALCOAST 575/04 (CEOY and NAF EOY solicitation) and ALCOAST 557/04 (EPOY solicitation). For eligibility requirements, selection criteria, nomination procedures, and recognition, please visit <http://www.uscg.mil/ccs/cit/cim/directives/welcome.htm> for the CEOY COMDTINST 12451.2A and NAF EOY COMDTINST 12451.3A.

For assistance, call Shawn Lucas at (202-267-0329), Shaqweda Strong at (202-267-2747) or YNC Rockwood Ennis at (202-267-2397).

G-WPC-3

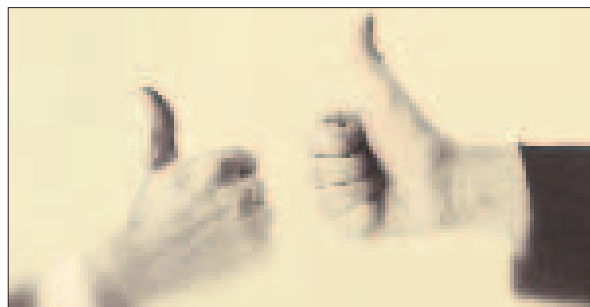
Corrections

On page 8 of the January 2005 issue, the "Tall Stacks" article took place in Cincinnati, Ohio.

On page 18, AST3 Aaron Bean is misrated as an MK3.

On page 29, BM3 (formerly Seaman) Jose Gonzalez is miscredited.

Editor





Housing

Seven government houses in Fort Bragg are available to members with dependents. Single members live on the economy. Rent ranges from \$700 to \$1,100 per month.

Education

The nearby College of the Redwoods community college offers an internationally-known fine woodworking program as well as traditional associate programs.

Facilities

Fort Bragg has several medical clinics including a community hospital.

Weather

Summers are cool with foggy mornings. Temperatures are usually in the 60's. Winters are generally mild, with few frosts, but wet, stormy weather.

Greetings from Station Noyo River

Station Noyo River is located on the spectacular Redwood Coast of Northern California in Mendocino County. Noyo River offers one of the few sheltered harbors on the exposed California coast between San Francisco and Eureka, Calif.

Noyo, is home to a small fishing fleet, sport fishing charter vessels and, in summer, hosts many sport fishing craft drawn by fine salmon runs, abalone diving and albacore fishing. Noyo lies on the southern outskirts of the town of Fort Bragg, a former lumber town with a population of just under 6,000.

Station Noyo River is under the command of Group/Air Station Humboldt Bay based in McKinleyville, 150 miles to the north, close to Eureka and the Humboldt Estuary. The station's area of responsibility extends from Punta Gorda in the north to Gualala in the south, a distance of more than 100 miles of rugged, exposed coast subject to winter gales, high surf and summer fogs.

Today, ship traffic is mainly commercial fishing vessels, coastal tug and barge operations, sport fishers, divers and off-shore, northbound container ships and cruise liners on their way to Portland, Puget Sound and Vancouver.

The station has 32 active duty members commanded by a senior chief, and operates two 47-foot motor lifeboats and one 21-foot rigid-hull inflatable boat. On a typical day the personnel assist vessels over the tricky narrow bar entrance to Noyo Harbor, provide tows for vessels dead in the water, support local law enforcement

agencies on coastal emergencies, diver incidents, perform search and rescue missions along the coast and up to 50 miles out to sea, and train with Coast Guard aviation assets.

On average, the station performs 200 search and rescue missions and 100 boardings each year. Auxiliary Flotilla 87 of Mendocino County supports the station with vessel safety exams, watchstanders, public affairs and aids to navigation personnel.

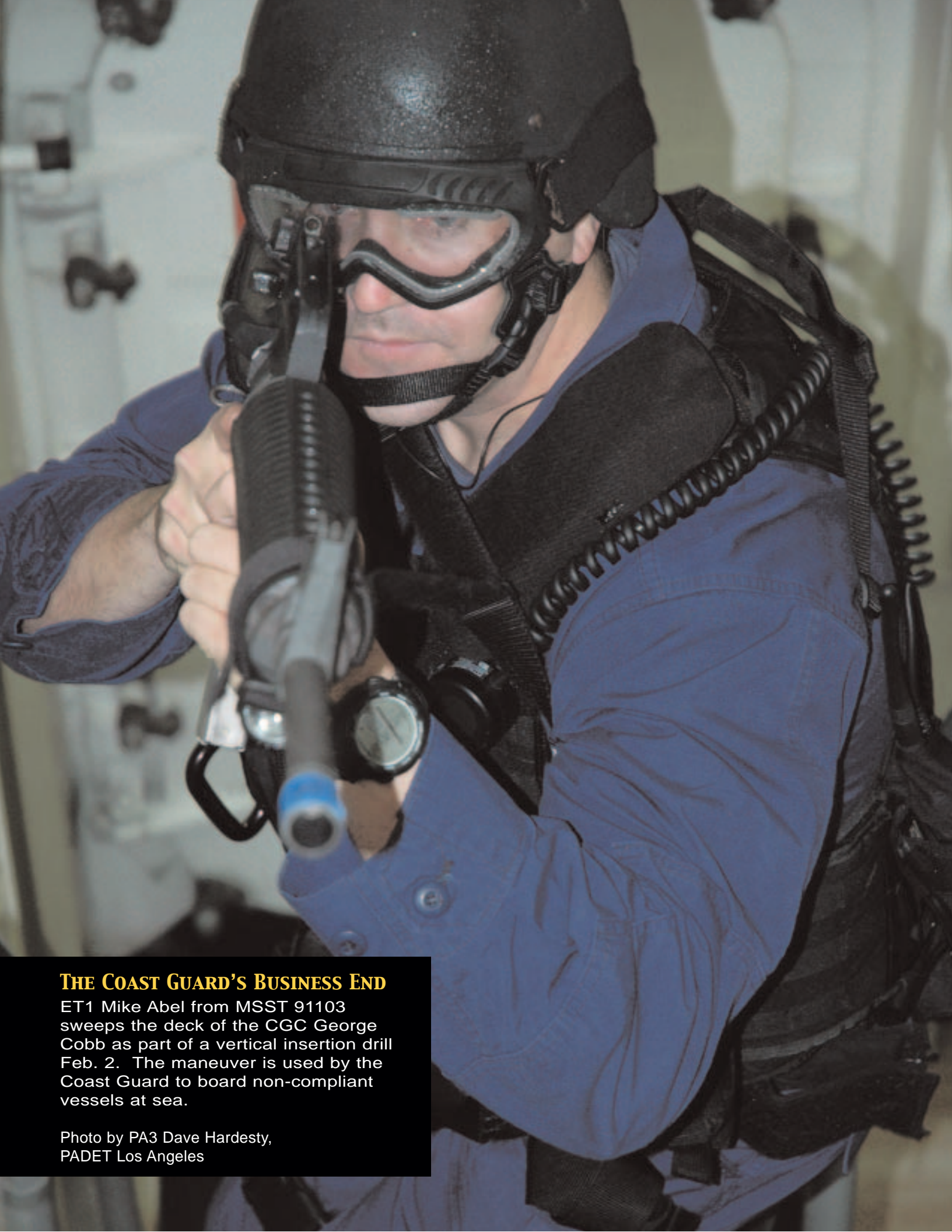
The Mendocino Coast offers a wide range of outdoor recreation opportunities, including surfing, kayaking on the rivers and coast, scuba diving, sport fishing, hunting, horseback riding, hiking and mountain biking. The coast has many parks with miles of trails for hiking. The rugged Lost Coast and Kings Range to the north offer challenges for the experienced backpacker.

Fort Bragg and the village of Mendocino have a wide choice of small stores, restaurants, music and arts events throughout the year, culminating in the Fourth of July celebrations with the Mendocino Parade and the World's Largest Salmon Barbecue in Noyo Harbor. Fort Bragg has two grocery stores offering fresh produce and, of course, seafood from local waters. Mall shopping is available approximately an hour away in Ukiah or Santa Rosa.

Station Noyo River offers a small unit environment in a unique northern California culture, where a friendly local community is combined with a challenging operational area in one of the most exposed, remote, coastal areas of the United States.

Story and photos by Auxiliarist Bruce Rogerson, Flotilla 08-07

Check out Coast Guard career opportunities! Call 877-NOW USCG



THE COAST GUARD'S BUSINESS END

ET1 Mike Abel from MSST 91103 sweeps the deck of the CGC George Cobb as part of a vertical insertion drill Feb. 2. The maneuver is used by the Coast Guard to board non-compliant vessels at sea.

Photo by PA3 Dave Hardesty,
PADET Los Angeles